

CHINA



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HONGKONG, FRIDAY, JUNE 21, 1878.

日一廿月五年寅戌

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane,
Lombard Street, George Street, 30,
Cornhill, GORDON & GOTCH, Ludgate
Circus, E. C., BATES, HENRY & Co.,
4, Old Jewry, E. C. SAMUEL DEACON &
Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSY,
18, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 139, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GOTCH, Mel-
bourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS
generally.—BRAD & BLACK, San Fran-
cisco.

SINGAPORE AND STRAITS.—SAVAGE &
Co., Square, Singapore. C. HEINZEN
& Co., Manila.

CHINA.—Macao, MESSRS A. A. DE MELLO
& Co., SWATOW, CAMPBELL & Co.,
AMOY, WILSON, NICKOLS & Co.,
FOOCHOW, HEDGES & Co., Shanghai,
LANE, CRAWFORD & Co., and KELLY
& WALSH, Yokohama, LANE, CRAW-
FORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING
CORPORATION.

PAID-UP CAPITAL,.....5,000,000 Dollars.
RESERVE FUND,.....1,000,000 Dollars.

COUNCIL OF DIRECTORS.
Chairman—F. D. SARSON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. BELMILLIO, Esq. ADAM LIND, Esq.
H. L. DALEYMPLE, WILHELM REINER,
Esq. Esq.
H. HOPFUS, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County
Bank.

HONGKONG:
INTEREST ALLOWED.

ON Current Deposit Account at the rate
of 1 per cent. per annum on the daily
balance.

For Fixed Deposits:
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Office of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 27, 1878.

CHARTERED BANK OF INDIA, AUS-
TRALIA, AND CHINA.

CAPITAL,.....£800,000.
RESERVE FUND,.....£150,000.

Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong
grants Drafts on London and the
chief Commercial places in Europe and the
East; buys and receives for collection Bills
of Exchange; and conducts all kinds of
Banking and Exchange Business.

Local Bills discounted, and Interest
allowed on Current Accounts and on De-
posits for fixed periods on terms which may
be ascertained on application. *jul*

Auctions.

PUBLIC AUCTION.
THE Undersigned has received in-
structions to sell by Public Auction,
ON

TUESDAY,

the 25th June, 1878, at 11 o'clock a.m.
precisely, at the Godowns of Messrs
NORRIS & Co., Duddell Street.—

An Invoice of Assorted PRINTING
TYPES, BORDERS, LEADS, &c.; also
a Lot of PRINTING, CARTRIDGE,
LETTER, FOOLSOAP, and NOTE
PAPER, and ENVELOPES.

TERMS OF SALE.—Cash before delivery
in Mexican Dollars weighed at 7.1.7.
All Lots, with all faults and errors of
description, at purchaser's risk on the fall
of the hammer.

HUGHES & LEGGE,
Antagonists,
Hongkong, June 5, 1878.

For Sale.

LAMMERT, ATKINSON & CO.

HAVE FOR SALE.

VEYRON'S FRENCH COFFEE
MACHINES, Assorted Sizes, New
System, with Automatic Lamp,
COFFEE ROASTERS, and COFFEE
MILLS.
SETS OF GARDENING UTENSILS.
GENTS' TOOL CHESTS.
MASSEY'S PATENT LOGS.
METALLIC MEASURING TAPES,
in strong Leather Cases.
SPIRIT LEVELS. HAMMERS.
DOG COLLARS and CHAINS.
SAILORS' SEWING and ROPING
PALMS.
COPPER SIGNAL LAMPS, & MAST-
HEAD LAMPS, fitted with Dioptric
Lenses according to the latest Admiralty
regulations.
DIOPTRIC LENSES for Signal Lamps.
PORTHOLE GLASSES, assorted sizes.

BOOKS.

TRAVELLER'S GUIDE BOOKS.
LETT'S DIARIES, for 1878.
NOVELS, SCHOOL BOOKS.
WORKS OF REFERENCE and GIFT
BOOKS.

SHEET MUSIC and SONGS.

IMPERIAL TRACING PAPER.
RODGERS' CELEBRATED CUTLERY.

MAPPIN BRO.'S SCISSORS.

MANIFOLD WRITERS.

LETTER SCALES.

STATIONERY of ALL KINDS.

BROWN WRAPPING PAPER.

CARD-BOARD, Assorted Colours.

DATE RACKS, INVOICE FILES.

QUILL PEN-MAKING MACHINES.

UNDERWOOD'S BLACK WRITING

INK. MAUVE INK.

MAYNARD & NOTES' WRITING and

COPYING INK.

MUCILAGE, &c., &c.

KELLY & WALSH'S

CELEBRATED SMOKING MIXTURE,

and

HAPPY THOUGHT TOBACCO.

Very Fine MANILA CIGARS, CIGA-
RETTEs, &c., &c.

BARCLAY & PERKINS' PORTER, in Hhds.

and Kilderkins.

FINEST CHERBOURG BUTTER, in

Bottles.

Hongkong, May 6, 1878.

MacEWEN, FRICKEL & CO.

FOR SALE.

EX RECENT ARRIVALS.

HUBBUCK'S

White Zinc Paints,

White Lead.

Red Lead.

Venetian Red.

Green Paint.

Black Paint.

Brown Oxide.

Yellow Paint.

HUBBUCK'S PALE BOILED LINSEED

OIL—In 5 Gallon Drums and Barrels.

VARNISHES—

Copal.

Black and Bright.

CORDAGE—

Europe Rope. Bolt Rope.

Housetype. Marline.

Hamberline. Ratline.

Spaniard. Signal Halliards.

BUNTING—All Colors.

HEMP Seaming Twine.

Hemp Roping Twine.

Cotton Twine.

HENRY'S CANVAS.

COTTON DUCK,

No. 1 to 8.

COTTON RAVENS,

8, 10 and 12 oz.

RUTHERFORD'S ALL LONG FLAX

AND NAVY BOILED CANVAS.

ASH OARS, 14, 16, and 17 feet long.

ENGINE PACKING

(T U C K S R O U N D),

ALL SIZES.

CANVAS INSERTION.

PURE GUM.

Hongkong, June 18, 1878.

COAL.

BEST QUALITY CARDIFF STEAM

COAL for Sale, ex Godown.

Apply to

BATTLES & CO.

Hongkong, December 3, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE

CANTONESE DIALECT.

Part I and II, A to M, with Introduction.

Royal Svo., pp. 404.—By ERNST JOHN ECKER,

Ph.D., Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS

AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD

& CO., Hongkong and Shanghai; and Messrs

KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

For Sale.

EX LATE ARRIVALS.

DRAWING PAPER.
FARINA'S EAU DE COLOGNE.
TRACING PAPER and CLOTH.
QUININE.
RED INK for STEEL PENS.
BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.
PRICKLY HEAT SOAP.
SUMMER SOCKS.
LAWN TENNIS BATS and BALLS.
NEW SHIRTS and COLLARS.
GRAPHOSCOPES.
STUDENT'S DICTIONARIES.
PEN-MAKING MACHINES.
CARBOLIC ACID.
NEW PLAYING CARDS.
IRIDESCENT FLOWER VASES.
SPECIMEN GLASSES.
FLOWER TROUGH.
ELECTRO-PLATED WARE.
AMERICAN ICE PITCHERS.
TABLE CUTLERY.
GOLD LEAF TOBACCO.
THE NEW LIFE JACKET.
G. B. D. PIPES.
IRISH CONSTABULARY REVOLVERS.

LANE, CRAWFORD & CO.

Hongkong, June 18, 1878.

FOR SALE.

TASMANIAN APPLES and PEARS.

LANE, CRAWFORD & CO.

Hongkong, June 17, 1878. *jul*

FOR SALE.

COKE and TAR in Quantities to suit Purchaser, at Cheap Rates.

Apply to

GAS COMPANY,

West Point.

Hongkong, June 19, 1878. *jul*

FOR SALE, FREIGHT OR CHARTER.

THE 90 A 1 BRITISH STEAMSHIP
"ARGENTINO," 915 Tons Register (1426 Tons Gross).
For Particulars, apply to the Captain on Board.

Hongkong, June 4, 1878.

NOTICE.

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office—Price, 41 each.

CHINA MAIL

THE CHINA MAIL.

No. 4669.—JUNE 21, 1878.

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Notices to Consignees.

INCIDENTAL & ORIENTAL S. S.
COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship *G. ELIC*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY,
Agent.

Hongkong, June 20, 1878. j27

BRITISH BARK *HYLTON CASTLE*,
FROM GLASGOW.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, May 30, 1878.

NOTICE TO CONSIGNEES.

THE BRITISH SHIP *LODORE*,
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that, before delivery can be obtained, they will be required to sign the Average Bond and to give Approved Guarantees for Contribution to General Average.

MEYER & CO.,
Agents.

Hongkong, June 18, 1878. j26

NOTICE TO CONSIGNEES.

THE GERMAN BARK *MIVNA*,
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that, before delivery can be obtained, they will be required to sign the Average Bond and to give Approved Guarantees for Contribution to General Average.

MEYER & CO.,
Agents.

Hongkong, June 17, 1878. j25

COMPAGNIE DES MESSAGERIES MARTIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUKY,
Agent.

Hongkong, June 15, 1878.

EX "Yangtse."

SP (in triangle) Order, 100 bags from Sharp Stones..... Madras,

Ex "Ava."

M & C 1/2 Meissl Millisch & Co., from M 2 case Ham, London.

PH 2 Order, 1 case Cashou, from Marseilles.

JARG Order, 6 bales Cotton, from Galle.

Macao.

Hongkong, June 15, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

America, British steamer, Captain J. Graham.—Birley & Co.

ANNIE LOEWY, British barque, Captain B. Galles.—Borres Co., Limited.

W. H. DERTZ, American 3-m. schooner, Captain L. S. Endicott.—Meyer & Co.

MARIA BROECKELMANN, German barque, Captain Kluth.—Meyer & Co.

JAN PIETER, French barque, Captain Legrasse.—Carlowitz & Co.

TYRINTIA, British barque, Capt. Robert Goldie.—Olyphant & Co.

HINDOSTAN, Battiship, Captain Joshua Belyea.—P. & O. S. N. Co.

To-day's Advertisements.

TO LET.
In the Hottes on MARINE LOT 88, formerly known as the Blue House, situate on Praya East:—

HOUSE No. 2, Praya East. The basement, together with First Floor, or separate if desired, with possession on the 1st July.

HOUSE No. 3, Praya East. The whole House or in Flats, with possession on the 1st of August.

&c. &c.

The Dwelling House to the Eastward of Flats at Wanchai. May be had as an entire Dwelling or in Apartments of two or three Rooms to suit convenience, with immediate possession. Fine spacious Veranda looking on to Harbour.

TO LET.

THIRST CLASS GRANITE GODDOWNS, attached to Blue Houses at Wanchai, MARINE LOT 88.

For particulars, apply to

MEYER & CO.

Hongkong, June 1, 1878.

To-day's Advertisements.

IMPORTANT NOTICE.

D. R. DAVE CARSON
HAS BEEN ADVISED TO MAKE
THREE EXTRA PROFESSIONAL
VISITS
PREVIOUS TO HIS
DEPARTURE
FROM
THE FLOWERY LAND.

CONSULTATIONS
will be held on or about the Nights of
MONDAY, 24th, WEDNESDAY, 26th,
and FRIDAY, 28th Instant.

"LAUGH AND GROW FAT."
"THROW PHYSIC TO THE DOGS!"

TRY CARSON'S COMPOUND
COMICOONIA.

The new and unfailing remedy for Lowness of Spirits, Depression, &c., highly recommended by the Press, and tried by thousands with invariably success.

PERFECT CURES.—TESTIMONIALS.

MALOO, 25th April, 1878.

DEAR SIR,—A deep sense of gratitude will ever pervade my bosom. All the year I was sorely troubled with a shrewish wife, which was followed by pains in the head, loss of the hair, &c. Having heard of your Comicoonia I took a box, and I and my household are now in excellent health. I've much pleasure in recommending it.

Yours gratefully,

NUNEZ CARDENAS.

"Gray Brick Hotel," Soochow Creek, Mrs Victoria Guelph, Sole Proprietress. 1st January, 1878.

OH! SIR!—The debt I owe you can never be repaid. I feel it a duty to let my fellow creatures know how speedily they can be relieved from their suffering. My children (four boys and six girls, all under 12) have been home, for the holidays, and their shrieking, yelling, and shouting for your Comicoonia I took a box, and I and my household are now in excellent health. I tried it for them all, and peace and content now bless my dwelling. Wishing you all the success you are sure to receive, and a Happy New Year.

I AM A GRATEFUL PARENT.

P.S.—The boys have dressed the baby up as the Bengalee Baboo—but no matter, 'They are young.'

"The New Padded Rooms," Shanghai Hospital. 24th April, 1872.

KIND BENEFACtor.—I was once a blighted wretch, melancholy had marked me with Carson's Anti-corrosive Paint as his own. One does of the other Carson's Comicoonia has split the sides of A PERFECT CURE.

OPINIONS OF THE PRESS.

"If you have a large family—take it." Bengal Ghat.

"Send for a box instantly." Calcutta Chaffer.

"Don't delay, or it will be gone." Bombay Bicycle.

"Try, you won't regret." Madras Medier.

"No home should be without it." Shanghai Slogger.

"Recommended to families." Professor Money Williams.

"The very thing for low spirits." Ceylon Hornet.

"An excellent substitute for butter." Dave Carson.

"Patronised by The British Queen." Yokohama Jure.

Can be taken any Evening. Quite safe for the most delicate Ladies and Children.

Prepared only by Professor Carson—at home—as above from the 9 till 11 o'clock.

N.B.—Beware of Spurious and Worthless Imitations.

TRY THE REMEDY.

THE FIRST OPPORTUNITY.

V. R.

AMATEUR THEATRICALS.

THE AMATEURS of the BAND
74TH HIGHLANDERS,
will give a Performance in the
GARISON THEATRE,
Wednesday, and Thursday,

the 26th, and 27th Instant, 1878.

A Farce in Two Acts,
by A. HALIDAY, Esq.

Entitled:

"CHECK MATE."

Interlude,

J. R. WALKER
Cavatina,

BURGOMASTER DE ZAANDAN.

Faro in One Act,
by C. A. SOMERSET, Esq.

Entitled:

"A Day after the Fair."

PRICES OF ADMISSION:

Reserved Seats..... \$1.

Front Do. 50 cents.

Back Do. 25 Do.

Punkah will be in motion.

Doors Open at 8.30, to Commence at 9 p.m.

SERGT. D. WISHART,
Manager.

Hongkong, June 21, 1878. j28

SHIPPING.

ARRIVALS.

June 20, Norma, British steamer, 606.

Walker, Swatow June 18, General—Kwo.

ACEZONO.

June 20, Hindostan, British ship, 1547.

Joshua Belyea, Cardiff Feb. 18, Coal.

P. & O. S. N. Co.

June 21, Northern Star, British barque, 827. Worlez, Newchwang June 1, Beans

and Peas—CHINESE.

June 21, Alterton, British steamer, 1080.

Darnell, Keelung June 17, Coal—Menzies

& Co.

June 21, Heching, German barque, 816.

Th. Warnken, Cardiff Feb. 12, Coal.

MICHAEL & CO.

June 21, Clester, British steamer, 640.

A. R. White, Singapore June 14, General.

MAN FOOK SENG.

June 19, Yesso, British steamer, 560.

M. White, Foochow June 16, Amy 18,

and Sway 20, CHINESE—DONGAS

PLATE CO.

DEPARTURES.

June 21, Stentor, for Shanghai via Amoy.

21, Netheron, for Sooloo.

21, Nieuw Constantia, for Manila.

21, Gordon Castle, for Shanghai:

21, Bellona, for Foochow.

Helega, for Saigon.

Wealthy Pendleton, for Nagasaki.

Roderick Hay, for Chefoo.

Cordova, for Quinsay.

CLEARED.

Per Yesso, from Coast Ports, Messrs

Bird, Baron, Ebell, and Van Stillingwerf,

5 Europeans deck, and 60 Chinese

custody and imprisoned, but the head man it was found was under the protection of the American firm. Mr Lincoln is credited with the emission of some serious vapouring at this critical stage of the operations, about the inviolability or otherwise of every house on Shamen, previous to the liberation of these native depots. But that is unimportant. The air of suspicion got closer round the scheme;—it was said that the agents had gone to the villages and induced many labourers to come to the depot, that clothes and money had been supplied to them, that the depreciated paper money of the Peruvian currency had been represented to them as dollars, and that receipts or passage-tickets had been issued to them erroneously stating that a certain sum had been received as passage money. An examination of these labourers, candidates for emigration, was therefore decided upon; and the efficient services of the Commissioner of Customs (Mr McLeavy Brown) were called into requisition. While this business was being carried out, and some of the surmises above given were apparently confirmed, seven of the labourers came forward, threw down their tickets, and, saying that they thought there was something wrong about the affair, refused to proceed in the ship. These circumstances did not tally well with the repeated and doubtless well-meant assurances given by Messrs Olyphant or their Consul that the emigration was to be "a strictly free hand," &c., and passenger emigration. The Chinese authorities freely admitted that the system was very different from that formerly carried on at Macao;—said that it was a peculiar emigration, which they had no means of regulating but by the Regulations of the Convention of 1866;—and that if they permitted the labourers to go other than "at their own expense," they would incur grave responsibility.

This, roughly speaking, is a fair sketch of the present collapse of the Peruvian affair, and I cannot help thinking that it was due in some measure to the indiscretion first of the Peruvian Minister and secondly of the American firm who are agents for the Company. Probably the attitude of the Great Powers—notably Mr Pope Hennessy and Lord Carnarvon's despatch—may have had something to do with the failure to launch the system. But had as much discretion been exercised in this matter in Canton as was shown in Peking in 1875? I fancy that the desires of Messrs Olyphant & Co. to make money, and to do it honestly, by shipping cargo and labourers to Peru, would have now been nearer realization than they at present seem to be.

Police Intelligence. (Before Both Magistrates.)

June 21, 1878.

DARING ATTEMPT AT ROBBERY.

Wong Akwai, a carpenter, was charged as follows:—Captain W. Waring, sworn, stated that he was master of the S.S. *Gordon Castle* and expected to leave the harbour to-day and there was no certainty of a speedy return. Between 4 and 5 p.m. yesterday he was in company with Captain Hyde of the S.S. *Pernambuco*, standing on the footpath of the Queen's Road, looking into the window of a curiosity shop, when a Chinaman suddenly pushed against him, and he saw the hand of the man being withdrawn from the breast-pocket of his coat. He noticed a roll of notes in the man's hand (\$73 altogether), which roll of notes witness had in his pocket a minute or two previously when making a purchase in a shop near to the curiosity shop. Witness immediately sprang at the man and seized hold of him by his jacket. The prisoner is that man. Witness continued:—The prisoner dropped the roll of notes on the ground, and I picked them up with one hand, the same notes now in Court, whilst I held on to the prisoner with the other. The prisoner contrived to shrug himself out of his jacket, and I then seized hold of him by the neck. He resisted with great violence and it was only by the assistance of Captain Hyde that he was secured. A Parsee gentleman called a constable, the same in court, (points out Sikh Constable 545) and prisoner was taken to the Station. In reply to the prisoner witness stated: "You were sitting down smoking a cigar, and I did not jostle against you. I did not drop the notes from my pocket and they fell just in front of you."

Captain Hyde gave corroborative evidence. He said the prisoner struggled very hard to get away and he (witness) caught him by the queue. It was with great difficulty he was held until the arrival of the constable.

The defendant in defence said he was sitting on the pathway smoking when the first witness passed and knocked against him, and a roll of notes fell to the ground near him. The first witness then caught hold of him and gave him into custody.

The defendant was identified as having been twice previously convicted of larceny. The Magistrates sentenced him to 2 years' imprisonment with hard labour.

(Before C. V. Creagh, Esq.)

DRUNKENNESS.

W. White, Marine H.M.S. *Shannon*, was fined 50 cents for being drunk and disorderly.

Marine Court (Before J. P. McEuen, Esq., Acting Marine Magistrate.)

June 20, 1878.

SERIOUS CHARGE AGAINST THE CAPTAIN OF THE BRITISH BARQUE "PER ARDUA."

At the Marine Court yesterday Captain Alexander Taggart, master of the British barque *Per Ardua*, was summoned at the instance of several of his crew for assaulting and illusing them on the high seas.

Mr Wotton appeared to watch the case on behalf of the defendant. The complainants were Henry Page, George Hartley, Peter Querod, George Howard, Alexander Leander, Henry Kahler and George Ross, all able seamen.

Page said that he was assaulted because whilst chipping iron under the top-gallant forecastle, he had struck his finger with the iron, and the second officer, seeing him stop working, ordered him to go on with his work. The complainant said it was a pity there were no slaves on board the ship, and the Captain hearing of this went forward and struck complainant with a bucket. Defendant then ordered the cook to make a scalding

hot poultice to put on his (complainant's) finger, and he was compelled to apply it to his finger, although he complained that it was too hot. The defendant subsequently assaulted him whilst he was at the wheel, and chased him round the poop.

In reply to Mr Wotton, complainant said that the reason the defendant struck him was because he had said it was a pity there were no slaves on board the vessel. Complainant denied having made use of any bad expressions. He admitted that when he was assaulted the second time, he was not paying proper attention to his steering, but denied that he was two points off his course. He admitted that the poultice which the Captain ordered to be applied to his finger did him a good deal.

Hartley's complaint was that he had been assaulted whilst hauling on a rope. The defendant struck him several times, and made use of the most disgusting language. The blows, he said, were not hard, but the defendant was endeavouring to annoy him, as he complainant had written some remarks in a pocket-book reflecting on the manner in which the Captain and officers had treated the crew. The defendant had caused the book to be stolen from him, he was sure of this, as on Sunday morning defendant called complainant aft, and told him before all the ship's company that he was glad to find complainant could write such a good hand, and if he liked he would take him into the cabin and teach him navigation. Although it was Sunday complainant was told to go and grease the masts, and because he refused he was locked up in one of the state rooms, and after being confined there three hours he asked for some water, but could get none. He was let out about 8 o'clock.

In reply to Mr Wotton: Complainant said he was drunk when the ship was lying off Tilbury Forts, and did not remember having struck the carpenter. If he had done so, he would have apologized as soon as he got sober. The carpenter had no mark on his face the next day. The officers would not allow him to go amongst the powder he was drunk.

Querod's complaint fell to the ground, he could not substantiate his charge against the Captain, but said he had been assaulted by both the Captain and carpenter, the latter of whom it appears was acting as second mate, the second mate having been dismasted. The carpenter admitted striking the complainant, but denied that the Captain did so; the complainant was the assailant, having skinned the Captain's eye, whereupon he (the carpenter) struck complainant. The second mate had been dismasted because he was found incapable of keeping a proper control over his watch.

Howard complained that the defendant had struck him with a knotted rope, and he was then ordered to haul on the main sheet. The defendant had continued to abuse him daily ever since. The first assault occurred on the 10th instant, and on the 14th he again struck him with his open hand, tried to push his fingers in complainant's eyes, and kicked him on the nose (shewed mark). The Captain remarked that was how he would shew complainant what he cared for the rules of Hongkong. Complainant was made to change his shirt, throw it overboard, and put on one of defendant's. The Chief Officer was told to allow complainant 15 minutes to wash his nose, and if it was not done by that time, to get some sand and canvas to scrub it.

In reply to Mr Wotton, complainant denied making use of bad language before two ladies on board the ship of Tilbury.

Leander said he was assaulted by the defendant whilst he was at the wheel one day last April. The defendant struck him so violently that his eyes swelled up and he could not see out of them, and whilst in this state the defendant ordered him to take the wheel again. Complainant denied that the studding-sail boom was carried away by his (complainant's) careless steering, it was blowing hard at the time.

Kahler also complained that the defendant assaulted him, but this case was postponed until to-day for further evidence.

Ross said that he complained of swollen legs he asked to be relieved from the wheel as he could not stand. Mr Black (the late second officer) said "wait a minute and I will get a relief for you," complainant fell down, and the Captain then coming upon deck, asked what was the matter. Complainant told him, and he (defendant) said "Oh! lay down and die, God d— you." The defendant did not strike him. The Captain some days later threw him (complainant's) oil-skin coat overboard.

Mr Wotton on behalf of the defendant admitted the assault on Taggart and Hartley, and also admitted having thrown Ross's coat overboard because it was lying on a newly painted house. He had the pocket book belonging to Hartley on board the ship.

His Worship described the conduct of the defendant as unbecoming an officer, and said that it was calculated to create a mutiny on board. He had never heard of such a case in the Colony before in connection with a British ship, as seven summons against a master at one time. He hoped that this case would prove a warning to him for the future. He was fined £2 for the assault on Page, £2 for the assault on Hartley, £3 for the assault on Howard, £1 for the assault on Leander. The charges preferred by Querod and Ross were dismissed, but the Captain was ordered to replace the coat he had thrown overboard, belonging to the latter, and was further ordered to produce in Court the pocket book he had belonging to Hartley.

June 21, 1878.

The complaint made by Henry Kahler was re-opened to-day, but dismissed for want of evidence. The witnesses called by the complainant saying they did not see any assault committed.

THE "PER ARDUA" AGAIN:

Alexander Honeyman, chief officer, and Joseph Wilson, carpenter and acting second officer, were charged with assaulting and illusing George Howard, a seaman, belonging to the same vessel. The first assault was committed by the carpenter, when the complainant was found examining the pumps. The carpenter told him to mind his own business, that he (the carpenter) would look after the pumps, and he called complainant a d— son of a b—. The complainant got his hand cut.

Mr Wotton, who appeared for both defendants, said that the affair was simply a fight. Fined 10 shillings.

The second assault was made by the Chief Officer. Witnesses were called who swore to having seen him kick and strike the complainant in a furious manner. He had no boots on at the time. Mr Wotton said that defendant admitted pushing the complainant with his foot and striking him with his open hand. Fined £1.10.

THE NEW CARBON MOTOR:
(Alka California.)

Yesterday afternoon there was a very interesting exhibition of the new Carbon Motor, at the Riston Iron Works, on Spear-street. A large number of scientific and other gentlemen were present.

The idea of a carbon motor is not new, but it was never carried to a successful development for practical, economical purposes, until Mr Thomas Mr Fell, of New York, developed the principle of the use of the pure glycerine as a medium and temporizer for the heating of the carbon or boiler compound, or bath. Previously, oils and other liquids had been used, but, of course, as carbon soon formed with them a chemical union which was solid in form, it was impracticable to continue the working for any but the shortest time. This perfect carbon motor improvement was the goal toward which the inventor of the so-called Keeley Motor tended. But he failing to perfect, it was laid by spurious means to attempt that which his lack of inventive genius did not enable him to perfect. The use of the glycerine has also the qualities of being the best lubricator in the world, though not an oil, and thus can be constantly used on all parts of the boiler. It can be heated to 500° or more sensible temperature without absorbing any latent heat of decomposing. It is fluid at all temperatures. Its connection for heat from coal is twice or more than that of water, as it is dry and free from aqueous moisture. It covers the "crown sheet or water line" at all times, thereby avoiding explosions or constant engineering care, and being limpid without pressure, avoids weight or expansion on the boiler sides, from which explosions and leakages sometimes occur. It is a perfect preserver of metals, and, having no sediment, all incrustations are prevented; and, finally, no blowing out is required. It is comparatively inexpensive, costing but 85 cents a gallon.

The principle of the new Motor is extremely simple, but wonderfully efficacious. The boiler is partially filled with the "crown sheet" with glycerine; heat is applied, and then small quantities of bisulphide of carbon are pumped in. The result is that a motor is developed, that, with the same increments of heat is as three to one, when compared with steam. After utilizing the carbon to propel the engine, the vapor is condensed for re-use, there being no loss if the mechanical parts are tight and the liquid pure. The coal consumed is not one-third of what is now used by the most perfect steam engine. The vapor is easily condensed with air or water.

The bi-sulphide of carbon used is liquid carbon in its pristine purity. By a process of Mr. Fell's it is manufactured at five cents a pound. As showing the elastic force of vapor of sulphide of carbon and steam at given temperatures we have this table:

Force in inches of mercury.	Pounds per square inch.
Sulphide of carbon. 110°	30.00 =
212°	126.00 = 63
279°	300.00 = 150
347°	606.00 = 303
Steam. 160°	9.46 =
212°	30.60 = 15
279°	95.68 = 48

On Monday Mr George W. Dickie, the engineer of the Riston Iron Works, made a searching and thorough test of the carbon motor as compared with the steam motor. This is proved by the following deductions on the ascertained data of the last trial test made in this city: The cost of the production of steam for the same amount of power was over double that required for the Carbon Motor, or as 18 to 6. This steam contains enough heat after passing out of the exhaust to be used as an evaporator for the new power, which, requiring but the sum of six, is capable of producing twice as much more power, which, added to the first effect obtained by steam, is equivalent to the sum of three times as before stated.

"It is now about thirty years since the properties of bi-sulphide of carbon (liquid carbon) were clearly defined, but it is only within the last five years that its use has crept into the arts and sciences. Every year finds some new and important application. At the present time, over two million pounds are used per month by the manufacturers of rubber, and for the extraction of oils, etc. The property of great expansion of its liquid into vapor by heat, has long been known, but until the combination brought about by using it in connection with glycerine, its enormous force has been objectionable as a motive power.

The carbon motor applies this power successfully and under perfect control; the glycerine not only acts as a heat absorber, but as a lubricator to all parts of the mechanism. The motor recommends itself not only for its great saving of fuel, but for its unlimited source of quick power to meet an emergency. The material used is not consumed, but used indefinitely. Bi-sulphide of carbon is easily made, and the material is on hand at nearly every mine, and in every city in the United States."

As an example of the great economy of the new motor, we will suppose a side-wheel steamer of 700 horse power, making a trip of thirty-five days to China. She would consume 800 tons of coal to give her the necessary steam power. With the new carbon motor she would require only 270 tons of coal. The difference would be saving of 530 tons, which, at \$6 a ton, would be \$3180. There would be this additional space gained that could be used for freight, which, at \$15 a ton, would be \$750. Total, \$11,130 gained on one trip by the superiority of the new motor over steam.

The patent on the Pacific Coast is owned by Mr Donald McLean. A number of gentlemen have associated themselves with him, and a company for the introduction of the new carbon motor will be formed in a few days. It can be expeditiously introduced in connection with every engine in this city with scarcely any extra cost for new machinery, and with, as shown above, a very large saving in greatly increased power. By it a boiler capable of running a 20 horse power engine can be used on an engine of 60-horse power with complete success. In fact, its safety, efficiency and economy commend itself at a glance.

DANGEROUS CARGOES.

(From the *Shipping and Mercantile Gazette*)

On the 13th of June last year we commented upon a report to Lloyd's Register Committee, on the decomposition formed in the hold of the *Glenagarr* by the action of sulphuric acid and iron in contact with salt water. We then stated that, in addition to the danger arising from the eating away of the iron frames and planting of a ship, galvanic action would create heat. It would appear from a case tried at Marseilles before the Tribunal of Commerce that a vessel was abandoned at sea from fire in the hold, alleged to have been caused by sulphuric acid. Smoke was observed coming up from the hold of the vessel, and on removing the hatches fire was found to be raging. Sealing wax of the ship, the Captain and crew abandoned her; but before leaving it was ascertained that six feet of water were in the hold, and that they were diluted with sulphuric acid. The cargo having been insured, its Owner claimed under the Policy; but the Underwriters refused to pay the value of the lost goods on the ground that the loss did not occur from a peril for which the Underwriters were liable. It was sought to prove that the cargo which formed the subject of the suit perished from its own inherent vice and not from the dangers or accidents of the sea. The sulphuric acid was contained in casks, and the Court held that in the absence of evidence to the contrary, the breakage of those vessels might have arisen from the rolling of the ship in bad weather; and that if the Policy declared objects liable to fracture free of Particular Average, no place in it released the Insurers from their responsibility for a total loss having its origin in the destruction of goods of a fragile nature. In fact, if the Underwriters undertook to indemnify the Assured from

water for conveying heat it is only necessary to understand that if we take two similar vessels or boilers and charge them with the liquids and bring them under the same conditions in contact with heat, that glycerine will absorb just double the increments of heat in the same time, it is, as we, bottles up power; but it is capable of furnishing any volatile fluid, gas or vapor for the heat to expand. If it were like water in this respect, the steam engine would have gone out of existence years ago, or at the time when the properties of glycerine were first understood by Scheles. Now, while these are economies found in using an injection of water in connection with glycerine, yet, by the application of the latter, we are enabled to bring into use a substance long known, and understood to be fully capable of affording all the expansions or volume necessary for a cheap power. Bi-sulphide of carbon (liquid carbon) is by heat expanded into a dense dry vapor, which in every respect is motion to machinery in the same way as steam. From various runs and tests made with the new Carbon Motor and conducted openly under the supervision of the best engineers this country affords, both in the East and in San Francisco, it is now, not so much a question of success, as it is in how much superior is it to steam. For two years it has been quickly worked, for information under the management of the inventor and other engineers.

"I do not say that the Carbon Motor, as now presented, to the scientific world, is complete, any more than is steam power, which has absorbed the best talent of the country for nearly a century, but I do say that the Carbon Motor, but just born, is now at the very start superior to steam, in utilizing over twice the amount of heat from a given amount of fuel; the true theoretical and possibly practical value is much greater. I expect, and any intelligent engineer will endorse the assertion, that it is possible to produce three times and more, the effective horse-power per weight of fuel by working this system in connection with the ordinary steam engine. This is proved by the following deductions on the ascertained data of the last trial test made in this city: The cost of the production of steam for the same amount of power was over double that required for the Carbon Motor, or as 18 to 6. This steam contains enough heat after passing out of the exhaust to be used as an evaporator for the new power, which, requiring but the sum of six, is capable of producing twice as much more power, which, added to the first effect obtained by steam, is equivalent to the sum of three times as before stated.

"It is now about thirty years since the properties of bi-sulphide of carbon (liquid carbon) were clearly defined, but it is only within the last five years that its use has crept into the arts and sciences. Every year finds some new and important application. At the present time, over two million pounds are used per month by the manufacturers of rubber, and for the extraction of oils, etc. The property of great expansion of its liquid into vapor by heat, has long been known, but until the combination brought about by using it in connection with glycerine, its enormous force has been objectionable as a motive power.

The carbon motor applies this power successfully and under perfect control; the glycerine not only acts as a heat absorber, but as a lubricator to all parts of the mechanism. The motor recommends itself not only for its great saving of fuel, but for its unlimited source of quick power to meet an emergency. The material used is not consumed, but used indefinitely. Bi-sulphide of carbon is easily made, and the material is on hand at nearly every mine, and in every city in the United States."

As an example of the great economy of the new motor, we will suppose a side-wheel steamer of 700 horse power, making a trip of thirty-five days to China. She would consume 800 tons of coal to give her the necessary steam power. With the new carbon motor she would require only 270 tons of coal. The difference would be saving of 530 tons, which, at \$6 a ton, would be \$3180. There would be this additional space gained that could be used for freight, which, at \$15 a ton, would be \$750. Total, \$11,130 gained on one trip by the superiority of the new motor over steam.

The patent on the Pacific Coast is owned by Mr Donald Mc

Mails.

NOTICE:
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLE;
ALSO,
PONDICHERY, MADRAS, CAL-
CUTTA AND BOMBAY.

ON SATURDAY, the 22nd June, 1878, at Noon, the Company's S. S. YANGTSE, Commandant RAPATEL, with MAIDS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 21st June, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUHEY,
Agent.

Hongkong, June 10, 1878. j22

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF
TOKIO will be despatched for San
Francisco, via Yokohama, on SATURDAY,
the 22nd instant, at 1 o'clock p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic Lines of Steamers.

A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS OF THE ARMY AND NAVY,
AND MEMBERS OF THE CIVIL AND
CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until
4 p.m., of 21st instant. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 3, Praya Central.

RUSSELL & CO., Agents.

Hongkong, June 11, 1878. j22



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Asia,

Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
S. V. N. D. 4, Captain J. REEVES, will
leave this on SATURDAY, the 29th June,
at Noon.

For further particulars, apply to
A. LINN, Superintendent.

Hongkong, June 18, 1878. j23

Occidental & Oriental Steam-
ship Company.TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,

IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC SHAMMERS.

THE S. S. "GALIC" will be des-
patched for San Francisco via Yoko-
hama, on THURSDAY, the 4th July,
at 2 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m., of the 3rd July. PARCEL
PAQUEBOTS will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value of same
is required.

A REDUCTION is made on Return Pass-
ages TICKETS.

SPECIAL REDUCTIONS granted to
Officers of the ARMY and NAVY and to
Members of the CIVIL and CONSULAR
SERVICES.

For further information as to Freight
of Passage, apply to the Agency of the
Company, No. 31, Queen's Road Central.

G. B. SMITH, Agent.

Hongkong, June 17, 1878.

INTIMATIONS.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUNDRIES, TOILET
REQUISITES, PATENT MED-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1878.

AFONG,
PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
H. E. ADMIRAL ALFRED P. RYDER,
and to

H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

HAS on hand the Largest and Best
collection of Views of China, Photo-
graphs of the Ruins and destructions at
Canton, caused by the Tornado of the
11th instant. Coloured Photographs of
English Ladies, Russia Leather, Velvet,
Morocco, and Carved-wood Photographic
Albums; Scrap Books, Armorial Monograms
and Postage Stamp Albums; Frames and
Cases, Glass Moulding for Frames, all of
assorted sizes, tastes and prices.

NOTICE OF REMOVAL.

The above has the pleasure to inform his
numerous Customers and the Public of
Hongkong, that his Photographic Establish-
ment is REMOVED to the Newly-erected
Commodious Building in Queen's Road
Central, next to Messrs SANDER & CO.'s.
Hongkong, April 29, 1878.

TO LET.

THE DWELLING HOUSE No. 6,
Mosque Terrace.

THREE OFFICES, in Club Chambers.
Apply to

DOUGLAS LAPRAIK & CO.
Hongkong, June 21, 1878.

TO LET.

HOUSE No. 9, Queen's Road Central,
with Godowns attached.
Houses No. 2, and 9, Seymour Terrace.
DAVID SASOON, SONS & CO.
Hongkong, January 4, 1878.

INSURANCES.

THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.

THE Undersigned having been appointed
AGENT in Hongkong for the above-named
Company, is prepared to Grant
POLICIES against FIRE on Buildings or
on Goods in the same, at the
usual Rates, subject to discount of 20 per cent.

INSURANCES.

YANGTSE INSURANCE ASSO-
CIATION.

CAPITAL—Fully Paid-up..... Th. 420,000
PERMANENT RESERVE..... 220,000
SPECIAL RESERVE FUND..... 104,000
Total Capital and accumula- Th. 754,000
tions this date.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

B. B. JONES, Esq., Chairman
M. P. EVANS, Esq., C. LUCAS, Esq.
O. KREBS, Esq.

Secretaries:

Messrs. RUSSELL & CO., Shanghai.

London Bankers:

Messrs. BAINING BROTHERS & CO.

Agencies in:

HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.

Subject to a charge of 12% for Interest
on Shareholders' Capital. All the Profits
of the UNDERWRITING BUSINESS will be
annually distributed among all Contributors
of Premium in proportion to the
premium paid by them.

RUSSELL & CO.,
Agents.

Hongkong, May 10, 1878.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & CO.,
General Agents.

Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant Insur-
ances at current rates.

MELCHERS & CO.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

ESTATE.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE on
Buildings or on Goods stored
or Merchandise in the same, at the
usual Rates, subject to discount of 20
per cent.

GILMAN & CO.,
Agents.

Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.

KWOK ACEHONG, Merchant.
FANG YIM, Merchant.
HO SAM, of Hop Yik Chan, Merchant.
Loo Yim, of the Yen Hong, Merchant.

LEE SING, of Lai Hing Firm, Merchant.

CHIANG SING YEONG, Merchant.

CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
BUILDINGS and on Goods stored
therein at CURRENT RATES, subject to
DISCOUNT of 20% on the Premium.

OFFICE, No. 6 and 9, Praya West.

Hongkong, August 26, 1877.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

(FIRE AND LIFE.)

CAPITAL—Two MILLIONS STERLING.

THE Undersigned are prepared to grant
POLICIES against FIRE or on Goods stored
therein at the usual Terms and
Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Director
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pre-
paid or any other information, apply to

ARNHOLD, KARBERG & CO.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1877.

QUEEN FIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two MILLIONS STERLING.

THE Undersigned are prepared to grant
POLICIES against FIRE or on Goods stored
therein at the usual Terms and
Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Director
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pre-
paid or any other information, apply to

MORTON & CO.,
Agents, Hongkong & Canton.

Hongkong, January 1, 1874.

THE CHINA MAIL.

[No. 4660.—JUNE 21, 1878.]

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.	1. From Green Island to the Gas Works.	5. From P. and O. Co.'s Office to Peddar's Wharf.
2. From Gas Works to the Novelty Iron Works.	6. From Peddar's Wharf to the Naval Yard.	7. From Naval Yard to the Pier.
3. From Novelty Iron Works to the Harbour Master's Office.	8. From Pier to East Point.	
4. From Harbour Master's Office to the P. and O. Co.'s Office.		

Vessel's Name.	Anch.- age.	Captain.	Flag and Rig.	Tons